

APPENDIX A / GROWTH ALTERNATIVES ALLIANCE

“Landscape of Choice - Principles and Strategies”

GUIDING PRINCIPLES

1. The primary goal of the land use element of a general plan should be to utilize urban land as efficiently as possible while providing an adequate supply of a broad range of housing types and densities to meet market demand. Measures to facilitate and encourage compact growth should be applied to all urban land uses including commercial, industrial and institutional uses.
2. Encourage pedestrian or transit-oriented projects at densities that make transit feasible; and create a framework for the future that is transit-based rather than automobile oriented.
3. Recognize the importance of agriculture and the need to protect productive farmland in a way that achieves meaningful policy and elevates the status of planning for agriculture to the same level as residential and other urban uses.

POLICY RECOMMENDATIONS FOR COMPACT GROWTH

- STRATEGIES FOR ACHIEVING COMPACT GROWTH

Residential Neighborhoods

1. The land use element of a general plan should only identify the mix of land uses and a broad range of allowable densities for future development. When development of an area is imminent, specific plans or community plans should be prepared to specify the pattern, location, and density of land uses.*
2. Modify design review procedures to create a process that meets planning goals and complements the community vision rather than focusing strictly on rigid numerical standards. **
3. Thoroughly review and revise zoning ordinances to facilitate moderate increases in density and to allow a diversity of housing types within the same zone district or neighborhood.
4. Provide incentives and support projects that are designed to encourage compact growth and higher densities while providing amenities such as bike paths, neighborhood parks, etc., as densities increase.

Commercial, Industrial and Institutional Uses

1. Develop policies and standards that facilitate an increase in floor/area ratios for commercial and industrial development by encouraging construction of multi-story office buildings.

2. Create a task force to evaluate standards for parking requirements and recommend measures to reduce the amount of land devoted to parking.
3. Encourage shared use of parking facilities and promote planning for uses that can utilize the same parking area at different times.

CREATING LIVABLE NEIGHBORHOODS AND ACHIEVING URBAN INFILL

New Residential Development

1. Encourage nodes of higher housing densities (village centers) in areas served by the full range of urban services - neighborhood commercial uses and community centers, public services, and transit stops.
2. Develop transit- and pedestrian-oriented design guidelines and incorporate these design guidelines into specific plans.
3. Adopt a Traditional Neighborhood Development Ordinance that can serve as an alternative to the standard zoning ordinance and overlay this district over all single-family, multiple-family and neighborhood commercial zone districts. **
4. Revise local street development standards to reduce the overall width of the street right-of-way to a maximum width of 50 feet and reduce the corresponding turnaround width of cul-de-sacs. ***

Existing Neighborhoods

1. Retrofit existing neighborhoods to create activity centers or nodes that give the neighborhood an identity. ****
2. Preserve and enhance existing pedestrian- and transit-oriented neighborhoods by pursuing redevelopment that retains pedestrian orientation and promotes transit use.
3. Prepare neighborhood revitalization plans for areas suited for infill development and insist on public participation throughout the planning process. Further streamline the permitting process and encourage public/private ventures to carry out these plans.
4. Redesignate vacant land for higher density uses or mixed use and provide incentives for assemblage of smaller parcels to create feasible infill projects that meet community goals and objectives. ****

Downtown Redevelopment and Commercial Centers

1. Create a mixed-use zone district that encourages the combination of residential, commercial, and office uses on the same site.

2. Promote the downtown or village centers as the primary commercial and financial centers and provide social, institutional, and financial incentives to builders and businesses who are willing to locate in these centers.
3. Improve transportation and public transit access to the downtown from all areas of the city.
4. Maintain Fresno's downtown as the government center for the region by encouraging all local, state, and federal governmental offices to locate there.

Institutional Uses

1. Work with school districts to incorporate school sites into larger neighborhood activity centers that serve multiple purposes.
2. Incorporate institutional and public land uses into downtown redevelopment and neighborhood revitalization plans.

STRATEGIES FOR PROTECTING AND DIRECTING GROWTH AWAY FROM IMPORTANT AGRICULTURAL LANDS

1. All of the Cities in Fresno County should adopt an agricultural element in their general plan.
2. Do not rezone any more land for rural residential development until the current inventory of designated land is exhausted.
3. Within city spheres of influence, encourage an orderly outward expansion of new urban development while providing for new towns and community planning that creates new patterns of compact growth. *
4. Undertake a process that leads to the adoption of a reasonable urban limit line/urban growth boundary that provides an adequate supply of land to meet projected demand and is administratively expandable. *
5. Create a forum in which multi-jurisdictional land use planning between Fresno County and its cities can be achieved.

Asterisk (*) = Qualifying Planning and Development Department Recommendation	
*	= to be considered for any new growth areas outside the present sphere of influence
**	= to be considered as part of a comprehensive zoning ordinance update.
***	= to be evaluated and considered
****	= where consistent with General Plan goals, objectives, and policies

APPENDIX B / THE AHWAHNEE PRINCIPLES

PREAMBLE

Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can, first, infill existing communities and, second, plan new communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to these fundamental principles.

COMMUNITY PRINCIPLES

1. All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
2. Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
3. As many activities as possible should be located within easy walking distance of transit stops.
4. A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
5. Businesses within the community should provide a range of job types for the community's residents.
6. The location and character of the community should be consistent with a larger transit network.
7. The community should have a center focus that combines commercial, civic, cultural and recreational uses.
8. The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
9. Public space should be designed to encourage the attention and presence of people at all hours of the day and night.
10. Each community or cluster of communities should have a well defined edge such as agricultural greenbelts or wildlife corridors permanently protected from development.

11. Streets, pedestrian paths, and bike paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.
12. Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
13. The community design should help conserve resources and minimize waste.
14. Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.
15. The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

REGIONAL PRINCIPLES

1. The regional land use planning structure should be integrated within a larger transportation network built around transit rather than freeways.
2. Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
3. Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.
4. Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

IMPLEMENTATION STRATEGY

1. The general plan should be updated to incorporate the above principles.
2. Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.
3. Prior to any development, a specific plan should be prepared based on these planning principles. With the adoption of specific plans, complying projects could proceed with minimal delay.
4. Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

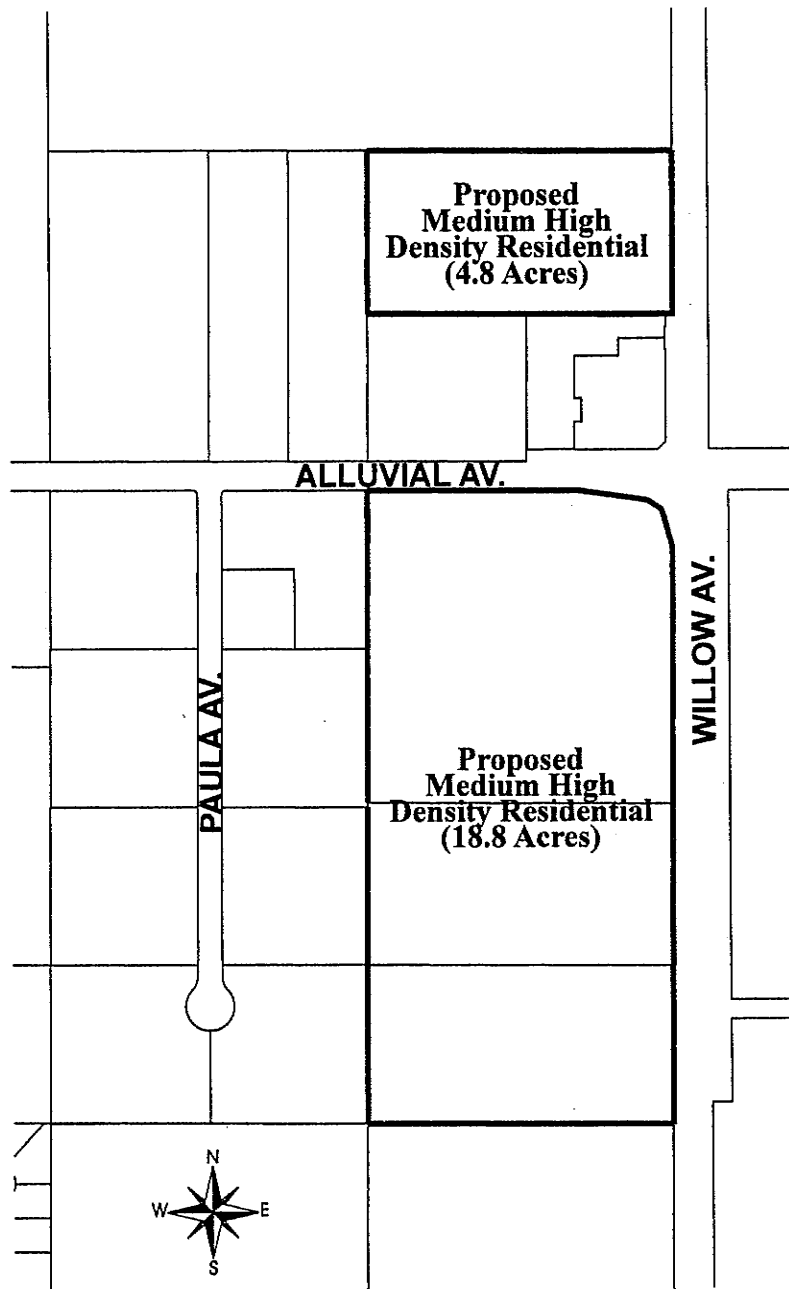
APPENDIX C / PROPOSED MODIFICATIONS TO GENERAL PLAN UPDATE

The Planning and Development Department published a public notice of the opportunity to submit general plan modification requests during the two-week period extending from May 14, 2001, through May 25, 2001. Modification requests are allowed to be submitted by property owners or interested persons to propose different land uses (for parcels having a nominal site area of 20 acres) or policy measures and are considered with the plan update by the city council.

One plan modification request was submitted for consideration with the 2025 Fresno General Plan as a result of the public notice of May 2001 (Item No. 3 below). The other two plan modification requests (Item Nos. 1 and 2, below) were previously included in the Fresno 2000 General Plan update for which further consideration was continued by the Council on December 11, 2000. These two plan modifications were then included in the April 3, 2001 action of the council initiating the 2025 Fresno General Plan as the preferred alternative. All three modification requests are included in this appendix and are briefly summarized below (exhibits follow):

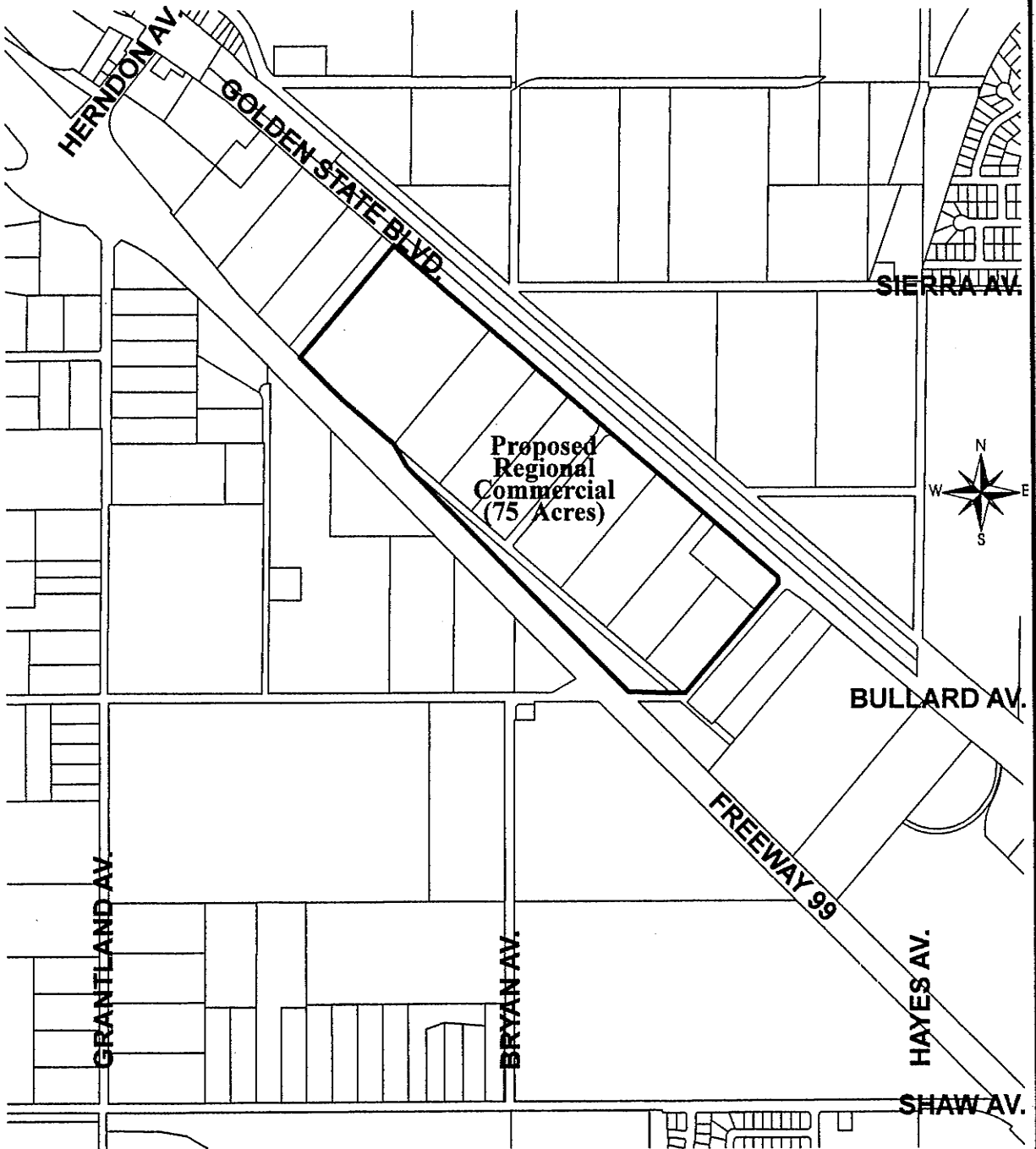
1. Modification Request No. 1 (page 185) proposes alternative land uses for two properties of approximately 18.8 acres located at the southwest corner of North Willow and East Alluvial Avenues and 4.8 acres located on the west side of North Willow Avenue, approximately 300 feet north of East Alluvial Avenue. Both parcels are presently planned for agricultural-urban reserve use and proposed to be planned for medium density residential (4.99-10.37 dwelling units per acre) by the draft 2025 Fresno General Plan. The modification request proposes to increase the planned density to the medium-high density residential land use (10.38-18.15 dwelling units per acre).
2. Modification Request No. 2 (page 187) proposes an alternative land use plan designation of regional commercial for an approximately 75-acre property located immediately northwest of the new Grantland Avenue diagonal between Freeway 99 and the Union Pacific Railroad. This property was identified for regional commercial planned use by an earlier proposed draft general plan update prior to the initiation of the Fresno 2000 General Plan which identified the property as appropriate for the light industrial land use. A light industrial land use plan designation is also now proposed by the draft 2025 Fresno General Plan.
3. Modification Request No. 3 (page 189) proposes alternative land uses for an approximately 102-acre property located along the west side of South Clovis Avenue between the California Avenue alignment and approximately 200 feet south of the Church Avenue alignment. The planned uses presently designated for the property include medium-low density residential use (2.19-4.98 dwelling units per acre) for 82.59 acres, commercial office for 9.32 acres and neighborhood commercial for 9.9 acres. The proposed modification would retain medium-low density residential use for 68.29 acres and decrease commercial office planned use to 3 acres. Commercial planned uses are proposed to be increased by 13 acres to approximately 23 acres and 7.5 acres are proposed to be planned for medium-high density residential use (10.99-18.15 dwelling units per acre).

2025 Fresno General Plan Modification No. 1



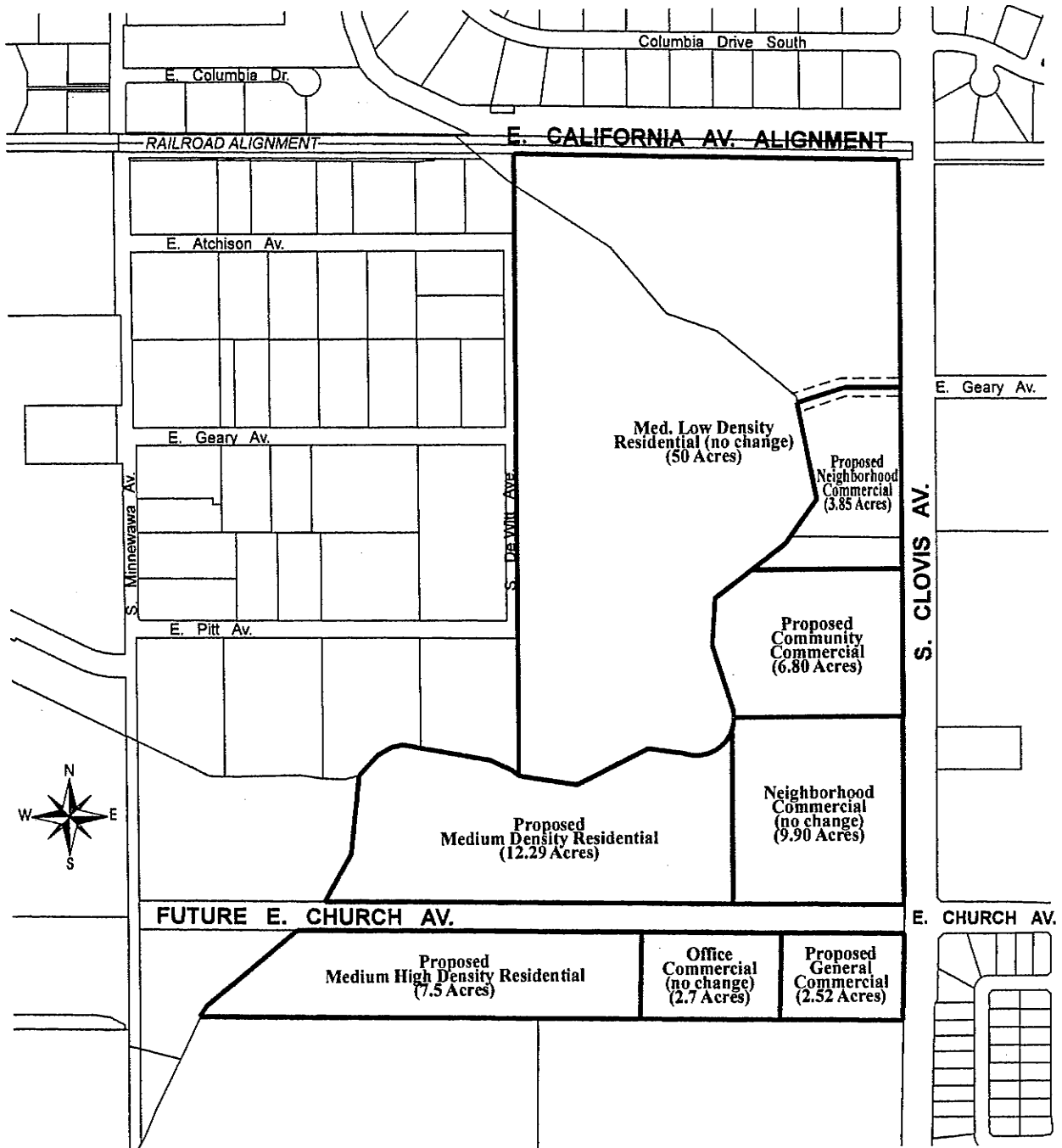
INITIATED BY FRESNO CITY COUNCIL JANUARY 11, 2000

2025 Fresno General Plan Modification No. 2



INITIATED BY FRESNO CITY COUNCIL JANUARY 11, 2000

2025 Fresno General Plan Modification No. 3



INITIATED BY FRESNO CITY COUNCIL APRIL 3, 2001

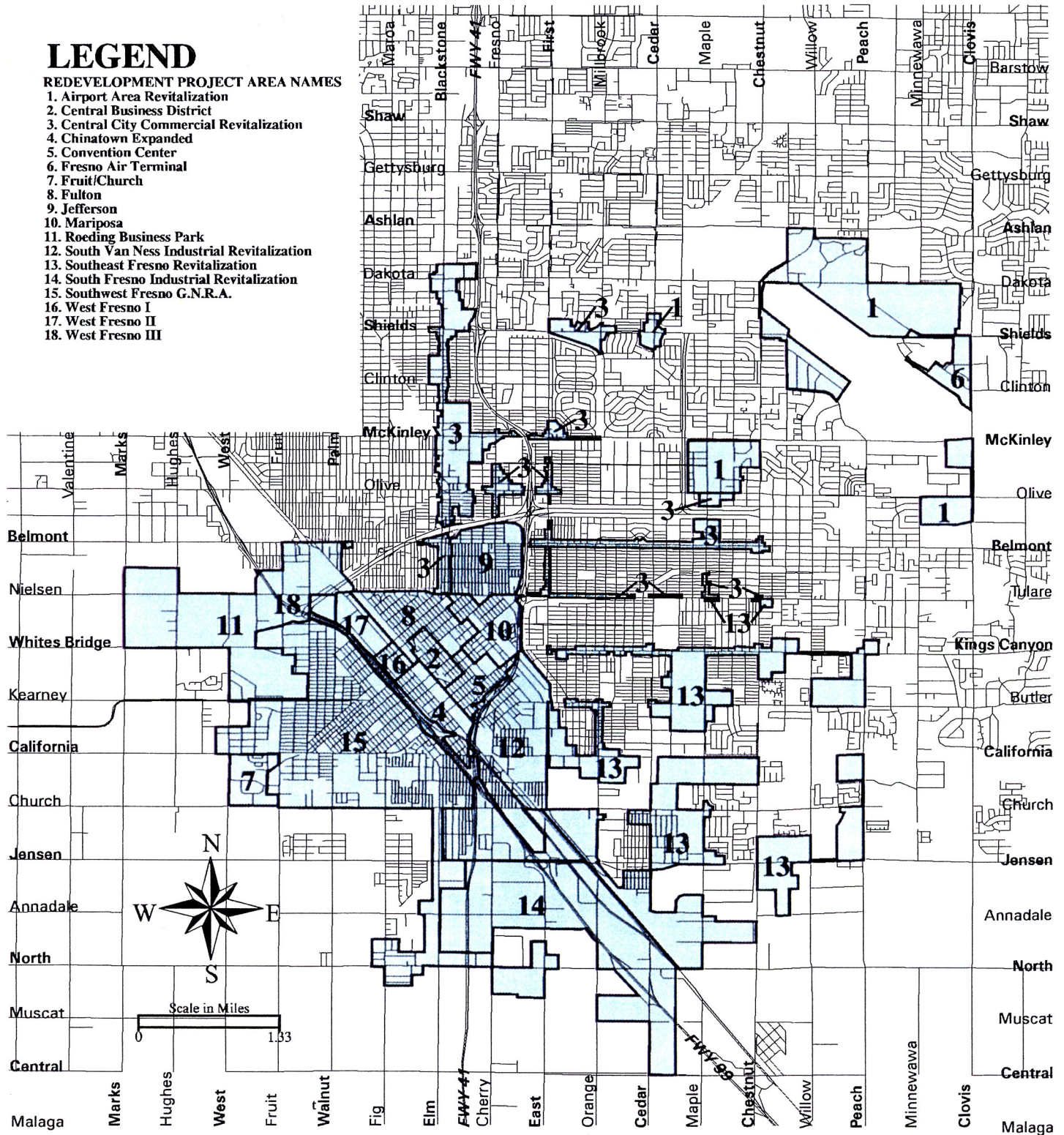
APPENDIX D

City of Fresno Redevelopment Project Areas Map

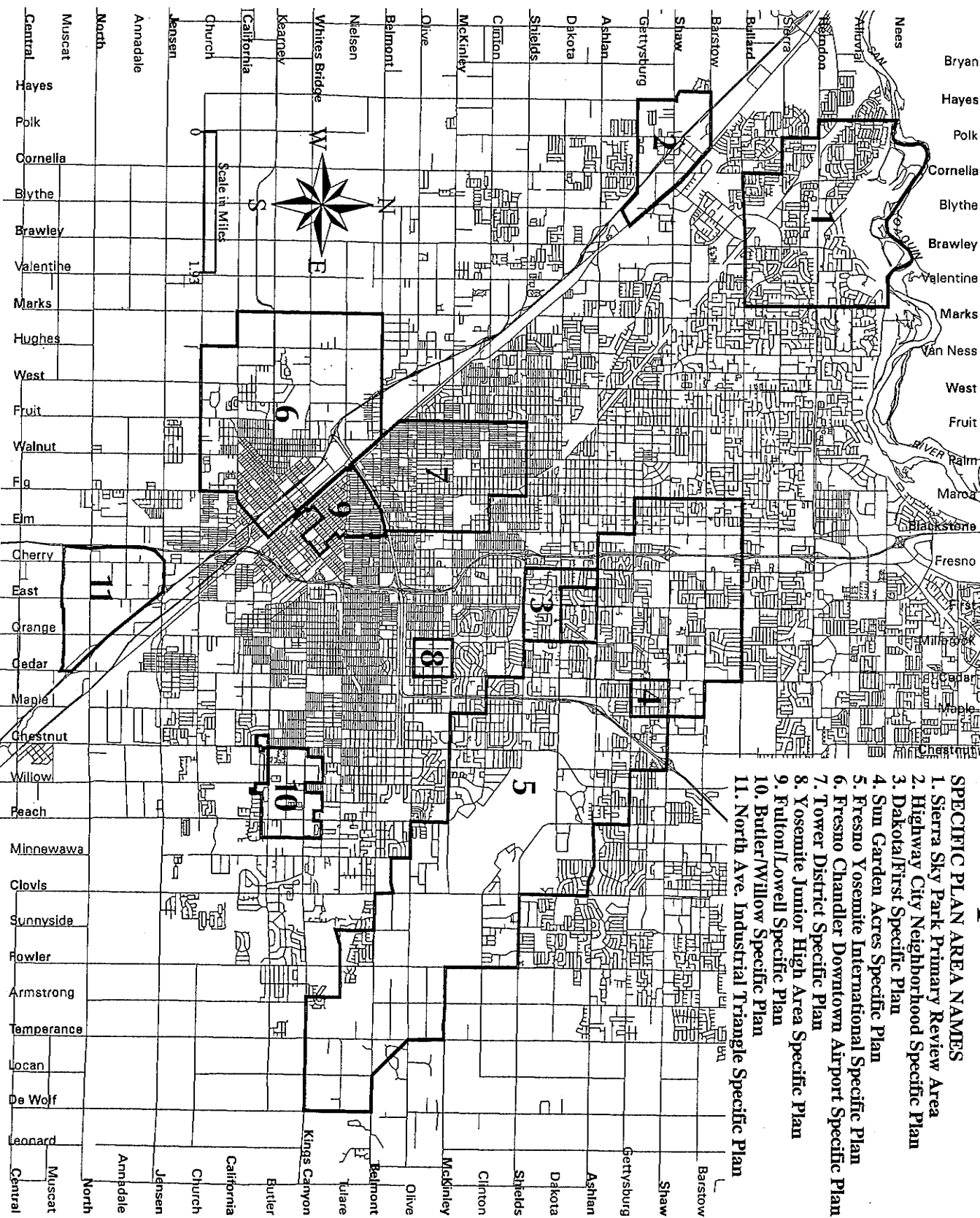
LEGEND

REDEVELOPMENT PROJECT AREA NAMES

1. Airport Area Revitalization
2. Central Business District
3. Central City Commercial Revitalization
4. Chinatown Expanded
5. Convention Center
6. Fresno Air Terminal
7. Fruit/Church
8. Fulton
9. Jefferson
10. Mariposa
11. Roeding Business Park
12. South Van Ness Industrial Revitalization
13. Southeast Fresno Revitalization
14. South Fresno Industrial Revitalization
15. Southwest Fresno G.N.R.A.
16. West Fresno I
17. West Fresno II
18. West Fresno III




Specific Plan Boundaries Map



APPENDIX F

Existing and Planned Public School Sites

LEGEND

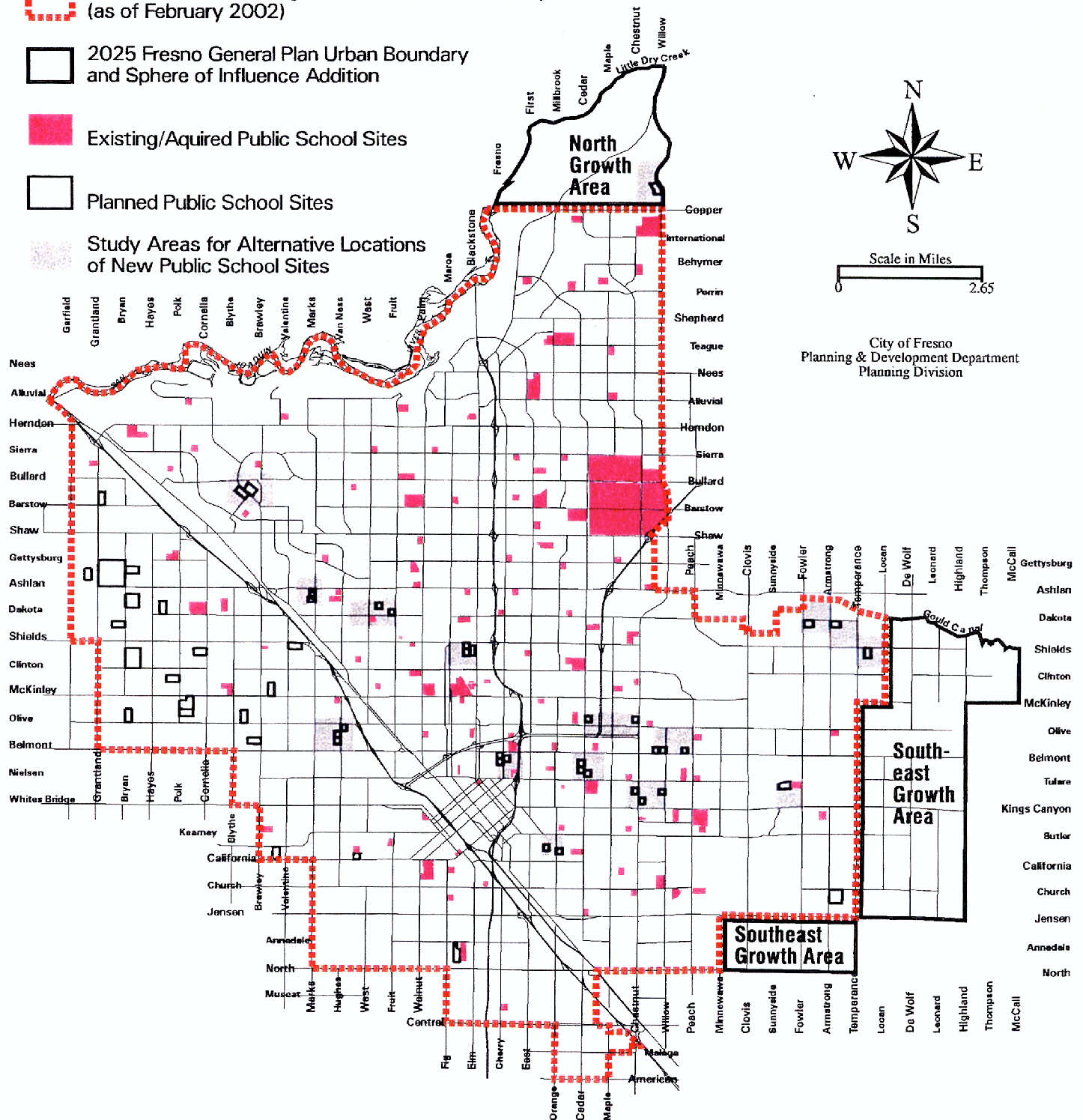
 City of Fresno Sphere of Influence Boundary and 1983 Joint Planning Resolution Urban Boundary (as of February 2002)

 2025 Fresno General Plan Urban Boundary and Sphere of Influence Addition

 Existing/Acquired Public School Sites

 Planned Public School Sites

 Study Areas for Alternative Locations of New Public School Sites

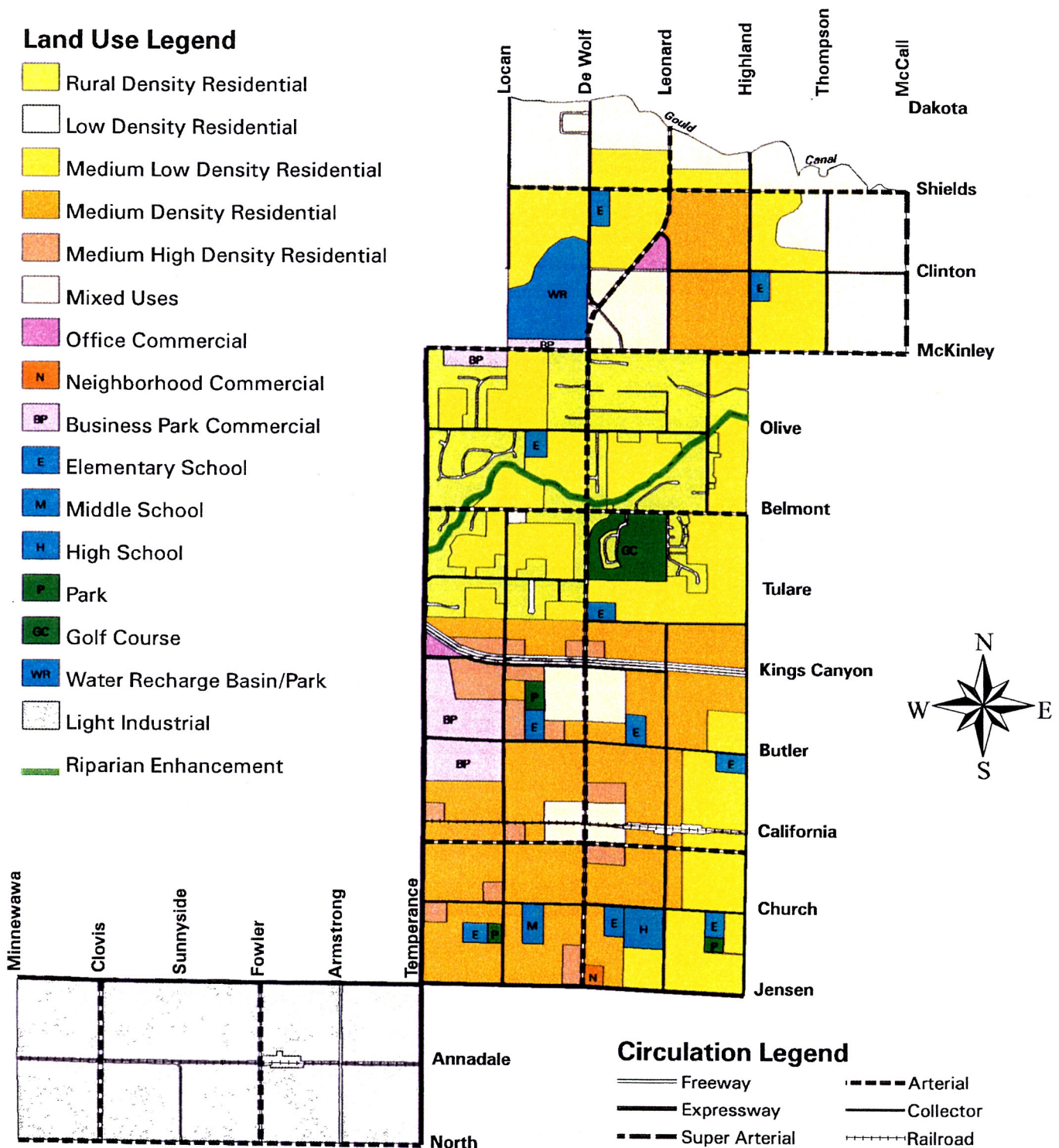


APPENDIX G

Concept Land Use and Circulation Plan Map For the Southeast Growth Area

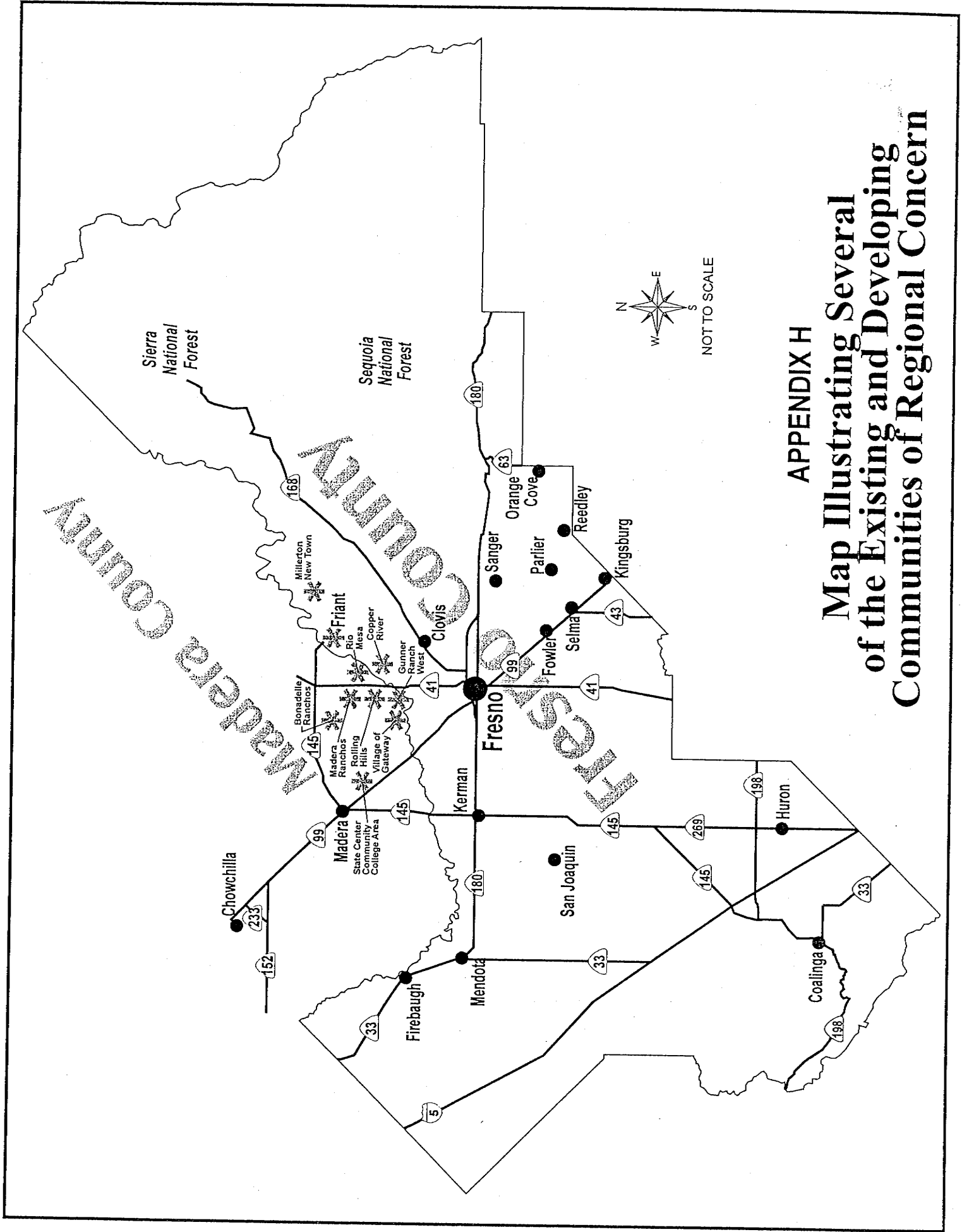
Land Use Legend

- Rural Density Residential
- Low Density Residential
- Medium Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- Mixed Uses
- Office Commercial
- N Neighborhood Commercial
- BP Business Park Commercial
- E Elementary School
- M Middle School
- H High School
- P Park
- GC Golf Course
- WR Water Recharge Basin/Park
- Light Industrial
- Riparian Enhancement



Circulation Legend

- Freeway
- Expressway
- Super Arterial
- Arterial
- Collector
- Railroad



APPENDIX H
Map Illustrating Several
of the Existing and Developing
Communities of Regional Concern